

Miss Angela Parikh
Tibbalds Planning & Urban Design
19 Maltings Place
169 Tower Bridge Road
London
SE1 3JB

Application Ref: **2014/7651/P**
Please ask for: **David Fowler**
Telephone: 020 7974 **2123**

31 March 2015

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Councils Own Permission Under Regulation 3 Granted

Address:
Liddell Industrial Estate
1-33 Liddell Road
London
NW6 2EW

Proposal:

Phase 2 of comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.

Drawing Nos: Architectural drawing; No's (all prefixed "MLUK/403/P2/"): Site Location Plan (002), 006, 007, 010, 011, 012, 013, 070 A, 071 A, 072 A, 080 A, 081 A, 082 A, 083 A, 084 A, 085 A, 140, 141, 142, 143, 144, 145, 150 A, 151 A, 152 A, 153 A, 154 A, 155 A, 156 A, 157 A, 158 A, 159 A, 160 A, 161, 170 A, 171 A, 172 A, 173 A, 174 A, 175, 240, 250 A, 270 A, 340, 341, 342, 343, 350 A, 351 A, 352 A, 353 A, 370 A, 371 A, 372 A, 373, 540, 541, 550, 551, 552 A, 570 A, 571 A.

D.01.LP.RevG; D.01.LP2.RevC; D.02.TP.RevD; D.05.SCP.RevG; D.07.PP2.RevB;
D.08.TLP.RevH; D.10.LPRF2.RevC; D.11.LP0.RevC; C.LS.01-03.RevD; C.LS.04.RevA;
C.LS.05.RevC; C.LS.06.RevD; C.LS.07.RevC; C.LS.08.RevC; C.LS.09.RevB;
C.LS.10.RevB; C.LS.20.RevA; C.LS.22.RevB; C.LS.23.RevC; C.LS.25.RevB.



The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawings:

Architectural drawing; No's (all prefixed "MLUK/403/P2/"):

Site Location Plan (002), 006, 007, 010, 011, 012, 013, 070 A, 071 A, 072 A, 080 A, 081 A, 082 A, 083 A, 084 A, 085 A, 140, 141, 142, 143, 144, 145, 150 A, 151 A, 152 A, 153 A, 154 A, 155 A, 156 A, 157 A, 158 A, 159 A, 160 A, 161, 170 A, 171 A, 172 A, 173 A, 174 A, 175, 240, 250 A, 270 A, 340, 341, 342, 343, 350 A, 351 A, 352 A, 353 A, 370 A, 371 A, 372 A, 373, 540, 541, 550, 551, 552 A, 570 A, 571 A.

Landscape drawing; No's (all prefixed "KL037."):

D.01.LP.RevG; D.01.LP2.RevC; D.02.TP.RevD; D.05.SCP.RevG; D.07.PP2.RevB; D.08.TLP.RevH; D.10.LPRF2.RevC; D.11.LP0.RevC; C.LS.01-03.RevD; C.LS.04.RevA; C.LS.05.RevC; C.LS.06.RevD; C.LS.07.RevC; C.LS.08.RevC; C.LS.09.RevB; C.LS.10.RevB; C.LS.20.RevA; C.LS.22.RevB; C.LS.23.RevC; C.LS.25.RevB.

Supporting Documents:

Planning, Design and Access Statement (incorporating the landscape strategy, Workspace Statement and Views Assessment), dated December 2014; Statement of Community Involvement, dated December 2014; Energy Statement (including BREEAM and CfSH pre assessments), dated December 2014; Flood Risk Assessment (including drainage strategy and SUDS), dated December 2014; Air Quality Assessment, dated December 2014; Transport Assessment, dated December 2014; Arboricultural Impact Assessment, dated December 2014; Acoustic and Vibration Assessment, dated December 2014; Geotechnical Study, dated December 2014; Ecological Appraisal, dated December 2014; Daylight, Sunlight and Overshadowing Report, dated December 2014; Wind Analysis dated 6 February 2015 prepared by RWDI; Overshadowing analysis dated 5 February 2015 prepared by Point Surveyors; Planting Palette (Phase 2) KL037.D.Doc02.P.P1; Surfacing Palette (Phase 2) KL037.D.Doc03.S.P1.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 Quantum of housing

The development constructed and used pursuant to this permission shall provide

when completed:

- (a) no more than 40 residential units in the tower block within a maximum of 4570sqm gross external area of market housing floorspace;
- (b) no more than 62 residential units in the mansion block within a maximum of 6761sqm gross external area of market housing floorspace;
- (c) no less than 4 affordable rent residential units within the mansion block within a gross external area minimum floorspace of 443sqm.

Reason: To secure sufficient provision of affordable and other tenures of housing in a balanced and sustainable manner across the development in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 and DP4 of the London Borough of Camden Local Development Framework Development Policies.

4 Location of affordable housing

Plans and elevations (if external alterations are necessary) showing the location of the four affordable housing units shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To secure sufficient provision of affordable housing in a balanced and sustainable manner across the development in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies DP3 and DP4 of the London Borough of Camden Local Development Framework Development Policies.

5 Lifetime homes

The lifetime homes features and facilities for residential units in phase 2, as indicated on the drawings and documents hereby approved, shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

6 Refuse and recycling

Prior to first occupation of development in phase 2 the refuse and recycling storage areas shall be completed and made available for occupants. and collection of refuse and recycling shall be submitted to and approved in writing by the Local Planning Authority in respect of all residential units within the phase.

The development shall not be implemented other than in accordance with such measures as approved. All such measures shall be in place prior to the first occupation of any residential units in the relevant phase and shall be retained thereafter.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

7 Disabled parking spaces

Disabled parking spaces on site will only be used by people with blue badges.

Reason: In order to ensure that the development contributes to sustainable transport aims in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies.

8 Cycle parking

- a. Prior to completion of the superstructure of the workspace building details of cycle parking should be submitted and approved by the Council to provide a minimum of 21 secure and sheltered cycle spaces.
- b. Prior to completion of the superstructure of the residential mansion block and the tower block details of cycle parking should be submitted and approved by the Council to provide a minimum of 136 secure and sheltered cycle spaces.
- c. Prior to first occupation of either the workspace building or the residential buildings, details of outdoor visitors' parking for 10 cycles should be submitted and approved by the Council.

All such facilities shall thereafter be retained.

Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP18, DP19 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

9 Play space

Prior to first occupation of residential units the children's playspace shall be completed and made available for use by the public.

This playspace is to be implemented in accordance with detailed designs which have been prepared in consultation with local residents and community groups, and approved in writing by the local planning authority. All approved measures shall be retained and maintained thereafter.

Reason: In order to ensure adequate play space and amenities are available for the future occupants of the dwellings on site in accordance with the requirements of policies CS6, CS15 and CS19 of the London Borough of Camden Local Development Framework Core Strategy and policy DP31 of the London Borough

of Camden Local Development Framework Development Policies.

10 External lighting

Details of all external lighting shall be submitted to and approved by the Local Planning Authority, in consultation with Network Rail, prior to first occupation of the development.

Full details of a lighting strategy, to include the following information shall be submitted to and approved by the Local Planning Authority, in writing, before the development commences:

- Location and type (for safety, security and design reasons)
- Potential light spill on to buildings, trees and lines of vegetation (for biodiversity reasons).

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied.

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended) and in the interests of security in accordance with policies CS17 and CPG1 (Design) and in the interests of safety.

11 Tree protection

Prior to the commencement of any works on site, details demonstrating how trees shall be protected during construction work shall be submitted to and approved by the Council in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction".

Such measures to include the installation of a vertical barrier to protect tree root zones. No works, tracking of heavy machinery or storage of materials shall take place in such protected areas.

All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policy CS15 of the London Borough of Camden Local Development Framework Core Strategy.

12 Sample panels

A Sample panel of the following shall be provided on site and shall be approved in writing by the local planning authority before the relevant parts of the works are commenced:

a. All external brickwork to the workspace and residential buildings (minimum 1.5m x 1.5m in size) including glazed opening, cill and integrated louvred panel showing reveal detail and demonstrating the proposed colour, texture, face-bond and pointing.

b. all facing materials including coping, soffits, windows and doors.

The approved panels shall be retained on location until the work has been completed. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

13 Details of gates

Details of the proposed gates beside the tower block and the workspace building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

14 Roof terraces

No flat roofs within the development shall be used as terraces, unless shown on the approved drawings, without the prior express approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

15 Timing of landscaping works

All hard and soft landscaping works shall be carried out to a reasonable standard in accordance with the approved landscape details by not later than the end of the planting season following completion of the development.

Any newly planted trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a satisfactory standard of visual amenity in the scheme in accordance with the requirements of policies CS14, and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

16 SUDS

Prior to commencement of development details of a sustainable urban drainage system to achieve a greenfield run off rate for the 1 in 100 year event, allowing for climate change as detailed in the approved flood risk assessment (Price & Myers, Oct 2014) shall be submitted to and approved by the local planning authority and such system shall be implemented as part of the development and thereafter retained and maintained.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

17 Living roofs

Details of green/brown roof, including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for an initial scheme of maintenance shall be submitted to and approved in writing by the local planning authority.

The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

18 Tree protection

Details of the design of building foundations and the layout, with dimensions and

levels, of service trenches and other excavations on site in so far as these items may affect trees on or adjoining the site, shall be submitted to and approved by the Local Planning Authority before any works on site are commenced.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In order to ensure the development undertakes reasonable measures to take account of trees and biodiversity in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

19 Drainage

Development shall not commence until a drainage strategy, prepared in consultation with the sewerage undertaker, detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority.

No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

The strategy shall address the following points :

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run-off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.
5. All surface and foul water arising from the proposed works and any associated soakaways must be collected and diverted away from the railway infrastructure.

Reason: To reduce the risk of sewage flooding in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

20 Water supply infrastructure

Prior to commencement of development an impact study, prepared in consultation with Thames Water, of the existing water supply infrastructure shall be submitted to and approved in writing by the local planning authority.

The study shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall be carried out in accordance with the strategy as approved.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand, in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

21 Impact piling

No impact piling shall take place until a piling method statement, prepared in consultation with Thames Water, has been submitted to and approved in writing by the local planning authority.

The statement shall detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works).

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard the existing public sewer infrastructure and to protect the structural stability of the neighbouring structures, in accordance with policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP26 and DP27 of the London Borough of Camden Local Development Framework Development Policies.

22 Plant equipment

Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

23 Detailed landscape plan

Full details of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority before the relevant part of the development commences.

Such details to include details of:

a) permanent works, evidence of how the landscaping has taken account of Network Rail's concerns regarding the safety, security and operation of the railway infrastructure including details of all boundary and perimeter treatment providing secure containment to all children's play areas, open spaces and amenity areas

b) any external CCTV and security monitors/fixtures

c) final location details of 19 replacement trees, with accompanying evidence that all locations have been investigated to ensure planting is viable and takes sufficient account of the proximity of local highway and underground infrastructure;

d) permanent works, including samples of ground surface materials, to all areas of public open space including design of play equipment including details of materials and finishes.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the Council gives written consent to any variation.

The development shall not be occupied until such time as the works have been completed in accordance with the details thus approved.

Reason: In order to ensure the provision of high quality landscaping in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies and in the interests of safety.

24 Ground investigation

At least 28 days before development commences:

(a) A ground investigation shall be carried out to determine the presence of landfill gas. Further investigations to determine the extent of elevated TPH levels in the soil shall be undertaken in the region of Borehole No 10 (of the previous site investigation) and further groundwater investigations shall be undertaken to determine if the source of contamination is within the groundwater or silt sediment. Should the groundwater be found to contain elevated levels of heavy metals, a programme of contamination monitoring shall be carried out to determine the potential source.

(b) The results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.

(c) The remediation measures shall be implemented strictly in accordance with the

approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

25 Vibration levels

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of building vibration levels generated by the adjacent railway etc. together with appropriate mitigation measures where necessary in order to meet the criteria and assessment methodology of BS 6472:2008.

No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To safeguard the amenities of future occupiers in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

26 Sound insulation - residential

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely eg. living room and kitchen above bedroom of separate dwelling.

The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenities of future occupiers in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

27 Sound insulation - commercial

Prior to commencement of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment any extract/ ventilation systems and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced.

All such details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenities of future occupiers in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

28 Plant

Prior to first occupation of the development, details shall be submitted to and approved in writing by the Local Planning Authority, of the external noise level emitted from plant/machinery/equipment and mitigation measures as appropriate.

The measures shall ensure that the external noise level emitted from plant/machinery/equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenities of future occupiers in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

29 ** Community Facilities

On or prior to the Implementation Date, confirmation that the necessary measures to secure appropriate measures to support local community facilities shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To support local community uses within the borough in accordance with the requirements of policies CS5 and CS10 of the London Borough of Camden Local Development Framework Core Strategy and policies DP15 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

30 ** Affordable housing

Affordable housing shall be provided in accordance with the conditions and approved documents as set out in this decision. All affordable housing units shall be constructed and fitted out as units which are suitable for occupation as affordable housing and shall only be occupied and shall be retained in perpetuity for no purpose other than for the provision of intermediate and social rented housing in accordance with the targets set by the Regulator or the Intermediate Housing Scheme as the case may be; not disposing of any interest in the

Affordable Housing Units (except by way of mortgage) other than to any other Registered Social Landlord registered with the Regulator or any other body organisation or company registered with the Charity Commissioners for England and Wales and approved by the Homes and Communities Agency or the Regulator or the Council. The total cost of rent and service and management charges for the affordable housing shall meet targets for Social Rented Housing set by the Regulator.

Reason: To secure sufficient provision of affordable housing in the development in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policies D3 and DP4 of the London Borough of Camden Local Development Framework Development Policies.

31 ** Car capping

Prior to first occupation of the development hereby approved, the landowner shall ensure through agreement that each occupier of the premises is informed of the Council's policy that they shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to s. 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Residents Parking Permit to park a vehicle in a residents parking bay, shall not be able to buy a contract permanently to park within any car park owned, controlled or licensed by the Council (with the exception of the carpark hereby approved) and nor shall they be entitled to be granted a Business Parking Permit.

Reason: In order to ensure that there is no additional parking pressure within the vicinity, in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP18 and DP19 of the London Borough of Camden Local Development Framework Development Policies.

32 ** Open Space

On or prior to the Implementation Date, confirmation that the necessary measures to secure open space improvements towards the improvement maintenance and upkeep of Maygrove Peace Park or other public open spaces and/or the obtaining of land to make public open spaces in the vicinity of the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

33 ** Employment Element

Prior to implementation the Employment Elements Report shall be submitted to the local planning authority for approval in writing.

The Report shall include details of :

- a. rent and service charge levels
- b. office facilities and arrangements which are suitable for SMEs
- c. flexible spaces that can be contracted or expanded to suit the changing needs of occupiers
- d. flexible lease /membership arrangements and pricing structures;
- e. access to common areas and informal meeting spaces; and
- f. ICT Infrastructure: voice and data services

Within 3 months of implementation the Employment Element Marketing Strategy shall be submitted to and approved in writing by the Local Planning Authority. The detailed marketing strategy shall include proposals for attracting and retaining Small and Medium Enterprises (SMEs) in the Employment Element.

No part of the residential units shall be occupied until such time as the employment element has been completed to shell and core and marketed in accordance with the Employment Element Marketing Strategy as approved for a period of no less than 12 months.

Thereafter the employment element shall be maintained in accordance with the details this approved unless varied by agreement as part of a review of the occupation and operation of the Employment Element.

Reason: To ensure that the development retains adequate provision of high quality and flexible employment floorspace, local retail and new homes in accordance with policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

34 ** Employment travel plan

Prior to first occupation of the workspace an Employment Travel Plan (ETP), shall be submitted to and approved in writing by the Local Planning Authority. The plan shall set out measures for promoting sustainable transport modes for employees and visitors, and shall allow for an initial substantial review within six months of the occupation of the employment space, a mechanism for monitoring and reviewing on the first anniversary of occupation and measures to ensure subsequent reviews on the third and fifth anniversaries of the occupation date, provision for a Travel Plan coordinator, identifying means of provision of information to the Council and for review and update.

Subsequent revisions to the approved travel plan and its strategy shall be submitted to and approved by the Local Planning Authority prior to implementation. The measures contained in the Travel Plan shall at all times remain implemented.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26

of the London Borough of Camden Local Development Framework Development Policies.

35 ** Bus Shelter contribution

On or prior to the Implementation Date, confirmation that the necessary measures to secure bus shelter improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

36 ** CMP

Prior to commencement of development, including demolition, a Construction Management Plan (CMP) including an Air Quality Assessment) shall be submitted to and approved by the local planning authority.

The CMP shall set out all measures that the Owner will adopt in undertaking the demolition of the existing buildings and the construction of the Development using good site practices in accordance with the Council's Considerate Contractor Manual.

Such plan shall include measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the demolition and construction periods and which demonstrates consideration of and liaison with other local concurrent developments. The plan shall also include details of a community working group involving local residents and businesses, a contractor complaints/call-line and measures to be carried out to mitigate the impact of the noise arising from construction and demolition activities on local residents and businesses, a waste management strategy and means of monitoring and reviewing the plan from time to time.

The measures contained in the Construction Management Plan shall at all times remain implemented during all works of construction and demolition. Where separate Construction Management Plans are submitted for the demolition and the construction phases the provisions of this condition will apply to both plans.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with Policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

37 ** Energy Efficiency and renewables plan

On or prior to the Implementation Date, the developer shall submit to the Local Planning Authority for approval the Energy Efficiency and Renewable Energy Plan which shall include the following: :

(a) incorporation of measures set out in the submission document entitled Energy Statement dated December 2014

(b) further details of how the Development's carbon emissions will be reduced by at least 25% by way of renewable energy technologies ;

(c) full details for the incorporation of a Combined Heat and Power (CHP) system including details and method of installation of CHP unit(s), full energy calculations justifying the size of the CHP and limiting the use of electricity for any heating as reasonable;

(d) an Air Quality Assessment relating to the proposed CHP including any required NOx abatement measures to demonstrate that the NOx emissions of the CHP engine will not exceed 50mg/Nm³.

(e) separate metering of all low and zero carbon technologies to enable the monitoring of energy and carbon emissions and savings;

(f) a building management system being an electronic system to monitor the Development's heating cooling and the hours of use of plant;

(g) measures to connect the school (permitted to be built under Phase 1 of the Planning Permission) to the site wide energy system, demonstrating systems in place to ensure that the gas boiler located in the school plant room will only be used for resilience purposes in the event of disruption to the heat supply from the energy centre, all subject to a viability assessment into the commercial viability for the school to connect to the site wide heat network.

(h) measures to enable future connection to a local energy network at the boundary of the Property, subject to a assessment into the viability and practicality of linking to future connections outside of the site

(i) include a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the above measures are achievable ;

(j) measures to secure a post construction review by an appropriately qualified and recognised independent verification body certifying that the above measures have been achieved and will be maintainable and

(k) identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time

All such measures, including the installation and operation of the CHP, thus demonstrated, shall be secured prior to first occupation of the development and

thereafter retained and maintained in accordance with the manufacturers' recommendations.

Reason: To ensure the proposal is energy efficient and sustainable in accordance with policy policies CS5, CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies

38 ** Highways works

On or prior to the Implementation Date, confirmation that the necessary measures to secure and highways improvements around the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

39 ** Level plans

No development shall commence until such time as the Council has confirmed in writing that it has received plans demonstrating the levels at the interface of the development with the boundary of the Property and the Public Highway.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

40 ** Local employment

Prior to commencement the applicant and/ or/ developer shall:

a) have entered into an agreement with Kings Cross Construction Skills Centre to ensure that all job vacancies during the construction phases are registered with KSCSC at the same time as other recruitment efforts and all reasonable endeavours are used to ensure that no less than 20% of the work force is comprised of residents of the London Borough of Camden,

b) have entered into an agreement with the Kings Cross Construction Skills Centre (KXCSC) to ensure provision of no less than 12 construction trade apprentices employed for at least 52 weeks each

c) confirm that the necessary measures to support and ensure the recruitment and training of each apprentice have been put in place;

c) have entered into an agreement with the Kings Cross Construction Skills Centre (KXCSC) to ensure provision of no less than 8 work placements of no less than 2 weeks each;

d) ensure delivery of a minimum of one supplier capacity building workshops/"Meet the Buyer" events to support small and medium enterprises within the borough to tender for the contracts and

e) ensure delivery of a minimum of 12 end use apprenticeships.

Reason: To ensure the development provides sufficient employment and training in line with the requirements of policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

41 ** BREEAM

On or prior to the Implementation Date a sustainability plan shall be submitted to and approved in writing by the local planning authority. Such plan shall :

(a) be based on a Building Research Establishment Environmental Assessment Method assessment with a target of achieving an Excellent or Outstanding rating and attaining at least 60% of the credits in each of Energy and Water and 40% of the credits in Materials categories;

(b) demonstrate how the residential element of the development achieves at least Level 4 of the Code for Sustainable Homes attaining at least 50% of the credits in each of the Energy Water and Materials categories and

(c) include a pre-Implementation review by an appropriately qualified and recognised independent verification body certifying that the measures incorporated in the Sustainability Plan are achievable.

Prior to first occupation of the residential elements of the development a post-completion certificate which demonstrates that the residential elements have achieved Level 4 of the Code for Sustainable Homes shall be submitted to and approved in writing by the local planning authority.

Prior to first occupation of the non-residential elements of the development a post-completion certificate which demonstrates that the employment element has achieved BREEAM Excellent shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the proposal is energy efficient and sustainable in accordance with policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

42 ** Local Procurement

Prior to Implementation, a programme for local procurement shall be submitted to and approved in writing by the local planning authority. The programme shall detail opportunities for local businesses to bid/tender for the provision of goods and

service to the Development in accordance with the Council's Local Procurement Code and the developer shall use reasonable endeavours to provide opportunities for local businesses to bid/tender for the provision of facilities management services and other post construction supply of goods and services.

On or prior to Implementation, the developer shall meet with the Council's Economic Development Local Procurement Team (or any successor department) at least one month before tendering contracts to agree the specific steps that will be taken to give effect to the Local Procurement Code.

The construction of the Development shall not be carried out otherwise than in accordance with the approved programme for local procurement .

Reason: To ensure the development provides sufficient employment and training in line with the requirements of policy CS8 of the London Borough of Camden Local Development Framework Core Strategy and policy DP13 of the London Borough of Camden Local Development Framework Development Policies.

43 ** Servicing and Vehicle Management Plan

On or prior to Implementation, a Servicing and Vehicle Management Plan (SVMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the following:

- a) a requirement for delivery vehicles to unload from a specific suitably located area including swept path drawings;
- b) details of a 'Waste and Recycling Strategy'
- c) details of the person(s) responsible for directing and receiving deliveries to the Property and measures to coordinate vehicle movements
- e) details of vehicle movements and deliveries (including size, frequency, duration, hours, proposed routes, nature of goods)
- f) measures to minimise impact on residents and ensure safety
- g) a servicing statement detailing minimisation of deliveries, coordinating needs of the different uses
- h) details of temporary and permanent arrangements for provision of disabled bays within new public realm and
- i) mechanisms for vehicle control and enforcement of all vehicle controls and measures.

No servicing shall take place on any part of the highway network or public realm other than in accordance with the servicing plan so approved.

Reason: To avoid obstruction of the surrounding streets and ensure the safety of pedestrians, cyclist and other road users, in accordance with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

44 ** Pedestrian and Environmental Improvements contribution

On or prior to Implementation, confirmation that the necessary measures for the provision of pedestrian, cycling, environmental and public realm improvements in the vicinity of the Development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the pedestrian environment and public realm is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

45 ** Public open space delivery

On or prior to Implementation, a Public Area Plan shall be submitted to and approved in writing by the local planning authority. Such plan to set out how the development would be implemented including details of :

- a) access routes to the school and Maygrove Road Peace Park together with associated hard and soft landscaping measures ;
- b) the subsequent maintenance of the Public Area to ensure the Public Area is kept safe and in a useable condition ;
- c) the management, waste control, cleaning, draining, servicing and upkeep and details of how the Owner will coordinate maintenance of the Public Area with adjoining property owners ;
- d) incorporation of safety measures and equipment, lighting, CCTV and fire safety in the Public Area and any interface with adjoining public highway to secure public safety to minimise anti-social behaviour;
- e) how the Public Area could be used as a venue for community based public events ;
- f) a mechanism for review and amendment of the above measures and
- g) how public accessibility to the Public Area for members would be secured for the public 24 hours per day 364 days a year and
- h) confirmation that an agreement has been made with the Council as landowner to dedicate the Public Area as a public right of way to be maintained by the Owner at the Owner's expense.

Prior to implementation of the development confirmation that the necessary measures to secure public open space shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied at any time other than in accordance with the public area plan as approved.

Reason: To ensure that the public environment is maintained and improved in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 and DP21 of the London Borough of Camden Local Development Framework Development Policies.

46 ** Residential travel plan

Prior to first occupation of the residential buildings, a residential travel plan (RTP), shall be submitted to and approved in writing by the Local Planning Authority .

The travel plans shall set out measures for promoting sustainable transport modes for residents, and shall allow for an initial substantial review within six months of the occupation of the development, a mechanism for monitoring and reviewing on the first anniversary of occupation and measures to ensure subsequent reviews on the third and fifth anniversaries of the occupation date, provision for a Travel Plan coordinator, identifying means of provision of information to the Council and for review and update.

Subsequent revisions to the approved travel plan and its strategy shall be submitted to and approved by the Local Planning Authority prior to implementation. The measures contained in the Travel Plan shall at all times remain implemented.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

47 Need for a Legal agreement

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement no works shall be commenced on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with ** in the planning permission granted on XXXXXXXXXXXXX (Camden reference 2014/7651/P) and those obligations shall apply to all conditions above marked with ** which supersede those of permission 2014/7651/P.

Reason: In order to define the permission and to secure development in accordance with policy CS19 of the London Borough of Camden Local Development Framework Core Strategy.

48 ** Residential travel plan monitoring contribution

On or prior to Implementation, confirmation that the necessary measures are in place to review the Residential Travel Plan over a six year period from the date of first Occupation shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

49 ** Employment travel plan monitoring contribution

On or prior to Implementation, confirmation that the necessary measures are in place to review the Employment Travel Plan over a six year period from the date of first Occupation shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

50 ** Electric Car charging point

Prior to commencement of development confirmation that the necessary measures to secure an electric car charging point shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall be completed prior to first occupation of the development and shall be thereafter retained.

Reason: To ensure that the scheme promotes the use of sustainable transport means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

51 ** School access road

Prior to implementation a School Access Road plan shall be submitted to and approved in writing by the local planning authority.

The plan shall include details of :

- a) how the school access road would be constructed;
- b) all associated hard and soft landscaping measures including 'street' furniture, lighting and associated landscaping and
- c) all means of subsequent maintenance of the road.

The development shall not be carried out other than in accordance with the School Access Plan as approved and the road shall thereafter be retained and maintained in accordance with the plan.

Reason: To ensure that the scheme promotes the use of sustainable transport

means in accordance with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy.

Informative(s):

- 1 The matters covered by conditions marked with an ** are matters which would usually be incorporated into a Section 106 Agreement. On Council own schemes because the Council cannot enter into an agreement with itself the usual practice would for the permission to reference the Section 106 requirements for information.

If the Council retains ownership of the application site although the reference to Section 106 requirements would not be legally binding they would act as a record of the requirements the Council as planning authority expects the Council as landowner to comply with. If the Council disposes of a relevant interest in the Application Site (which for the avoidance of doubt will not include disposals to individual tenants and occupiers) the incoming owner will be required to enter into a Section 106 giving effect to those requirements which will then become a legally binding document.

2

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted adjacent to the railway and those that are not permitted are provided below:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (Acer pseudoplatanus), Aspen - Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea) .
A comprehensive list of permitted tree species is available upon request from Network Rail.

3

All surface and foul water arising from the proposed works must be collected and

diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

4

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

5

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval in writing of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the Fail Safe Use of Crane and Plant.

Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

6

Security of mutual boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 2A

George Stephenson House
Toft Green
York
Y01 6JT

If excavations/piling/buildings/scaffolding are to be located within 10m of the railway boundary a method statement should be submitted to and approved by the Local Planning Authority in consultation with Network Rail. The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land.

Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Reason: In the interests of safety.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully



Ed Watson
Director of Culture & Environment